

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 5:25 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 143 Const Calendar Day: 380 Date: 23-Sep-2010 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 04:30 pm Break: 00:30 Over Time: 01:00

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date: 24-Jan-11 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70

Precipitation 0.00"

Condition Overcast to sunny.

Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

- See Lalit and Alex Schmidt's diaries for ABFs labor, equipment, operations related to the west deviation saddle erection. See Lalit's diary for all other operations at the W2 cap beam.
- Spent most of the day observing the erection of the W2W3 west deviation saddle segment.

☐**04-0120F4 Bid Item: 063 W-W2C-HIK.063 W Line W2 Cap Hinge K**

In Place Machining Company

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: In Place Machining Company								
None of the Above	JNM	COHL WEISBROOKE	8.00	4.00	0.00	12.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 063 W-W2C-HIK.063

CCO#153

☐

- The cutting apparatus had a serial number of 5759 and a model number of AX48120.
- Continued to rough cut the first bevel of 7.5 degrees on the end of the fourth Hinge K pipe beam.
- The schedule for the machinist to complete the work for CCO#153 are 12 hour days for 7 days a week. This CCO work is anticipated to last approximately one month.
- See Bob Brignano's diary for additional details regarding the beveling/quality for this operation.

04-0120F4 Bid Item: 063 W-W2C-HIK.063 W Line W2 Cap Hinge K

CERTIFIED COATINGS COMPANY

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: CERTIFIED COATINGS COMPANY								
Painter	APP	BRANDON GAYA	4.00	0.00	0.00	4.00		<input type="checkbox"/>
Painter	JNM	DAVID DELEO	4.00	0.00	0.00	4.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 063 W-W2C-HIK.063

- Prepped the surface for painting the third Hinge K pipe beam and then applied the two coats of Zinc paint with the spray gun. See Warren Collins diary for more details regarding the paint quality and application.

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Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name: Bruce, Matt Diary #: 143 Date: 23-Sep-2010 Thursday

04-0120F4 Bid Item: 063 W-W2C-HIK.063 W Line W2 Cap Hinge K
AMERICAN BRIDGE/FLUOR, A JV

Equipment						Rental Company	Dispute
Equipment ID	Description	RT Hrs	OT Hrs	ST Hrs	IT Hrs	Remarks	
Contractor: AMERICAN BRIDGE/FLUOR, A JV							
002082	WELDING MACHINE, MILLER 250 AMP					No	<input type="checkbox"/>
		8.00	4.00	0.00	0.00		
002076	AIR COMPRESSOR-DSL/PORTABLE, 185 CFM					No	<input type="checkbox"/>
		8.00	4.00	0.00	0.00		

Diary:

Work description. **063** W-W2C-HIK.063

- Supported In Place Machining to mobilize equipment and provided any other support to facilitate their operation.

Dispute

☐

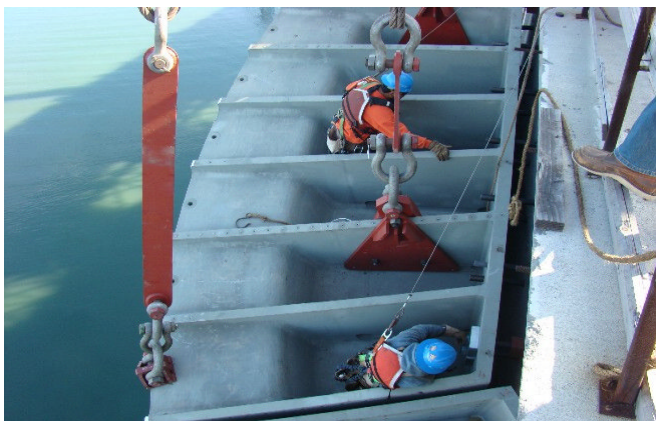
Attachment



Positioning the W2W3 west deviation saddle segment to be placed over the anchor rods.



Manuvering the W2W3 west deviation saddle segment over the W2 cap beam.



ABF ironworkers beginning to place anchor rod bearing plates and nuts to secure the saddle segment to the W2 cap beam.



The W2W3 saddle segment was in relative position around lunch however for the rest of the day it was adjusted and secured to the cap beam.

Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 143

Date: 23-Sep-2010 Thursday



The Grove crane was used to assist the adjustment of the W2W3 saddle segment after ABF surveyors took measurements.



Beginning to lift the W2W3 west deviation saddle segment.



Concrete surface for prior to erecting the W2W3 west deviation saddle segment.



ABF ironworkers beginning to install temporary bolts and drift pins prior to releasing the load from the crane.



Sliding the W2W3 west deviation saddle segment over the anchor rods embedded in the W2 concrete.